SF traffic in 2019

Congestion in San Francisco had reached record levels
Impacts on underinvested communities

VISION ZERO
HIGH-INJURY NETWORK

COMMUNITIES
OF CONCERN

San Francisco County Transportation Authority
Efforts to address congestion helped

Photo by SFMTA Photography Department

Uber, Lyft Tax Passes

Nov. 12, 2019, 4:28 PM

San Francisco users of rideshare services including Inc. will be paying more starting in January, when
...but our efforts were not enough
…but our efforts were not enough

We will need to reduce the number of cars downtown to make transit, walking, and biking improvements work.
Our challenge: move more people in fewer vehicles
Congestion Pricing Around the World

- **Cities with Existing Pricing Systems**
  - Vancouver
  - Portland
  - Seattle
  - San Francisco
  - Los Angeles
  - London
  - Stockholm
  - Gothenburg
  - Milan
  - Singapore
  - Auckland

- **Cities Considering Pricing**
  - New York City

- **Cities Implementing Pricing**
  - Oslo
How we got here

SF Vision Zero Action Strategy, 2019
Transportation Task Force 2045 Report, 2018
Emerging Mobility Evaluation Report, 2018
SF Transportation Demand Management Plan, 2017
SF Transportation Plan, 2017
SF Transportation Sector Climate Action Strategy, 2017
Plan Bay Area 2040, 2017
SF Climate Action Strategy, 2013
Transit Center District Plan, 2012
Downtown Travel Patterns

75% of people driving to Northeast San Francisco came from within the city

Source: SFCTA, San Francisco Chained Activity Modeling Process
Of all downtown trips during morning peak, only 13% were low-income drivers.

Source: SFCTA, SF-CHAMP 2015 Base Year Estimate
Developing a program that works for San Francisco
Goals of congestion pricing

By reducing peak car trips downtown by at least 15%, we could...

- Get traffic moving
- Increase safety
- Clean the air
- Advance equity
Potential boundaries

Communities of Concern 2017

Level of Service during PM Peak

Source: SF-CHAMP, 2019
Analysis to date: Configuration

Inbound performs best

Only trips going into downtown during rush hours pay the fee

Includes 20 – 25% transit increase

Also considering option of inbound + outbound fee
Low Income Driver Discount Packages

Moderate Discounts
- $10.00 fee
- 50% low-income driver discount
- 50% very-low-income driver discount
- Discount for people with disabilities

More Discounts
- $12.00 fee
- 50% low-income driver discount
- 100% very-low-income driver discount
- Discount for people with disabilities
Other potential discounts

Zone resident driver discounts
Bridge toll payer discounts
Driving fee daily maximum
Transit discounts
Schedule (subject to change)

2019
JUL – SEP

2020
OCT – DEC
JAN – APR
MAY – SEP

2021
OCT – FEB
SPRING 2021

STEP 1
Prepare

STEP 2
Listen

STEP 3
Develop

STEP 4
Define

STEP 5
Analyze

STEP 6
Recommend

JUL – SEP
2019

OCT – DEC
2020

JAN – APR
MAY – SEP
2021

OCT – FEB
SPRING 2021
Potential path to implementation

- Transportation Authority Board vote
- State legislation
- Detailed policy and system design
- Community outreach
- Program implementation
How to get involved

● Share your feedback with us by emailing congestion-pricing@sfcta.org

● Visit sfcta.org/downtown
  - Learn more about congestion pricing
  - Play an online game to design your own program
  - Sign up for text message updates
  - Request a presentation
  - Sign up for email updates
Unclog Fog City + text survey

sfcta.org/fogcity

Text survey

Complete a survey via text

For English: Text TRAFFIC
For Spanish: Text TRAFICO
For Chinese: Text 交通
For Filipino: Text TRAPIK
to 415-449-4214
Thank you.
sfctca.org/downtown
congestion-pricing@sfctca.org